

**B650 CITY BRIDGE**

**APPLICATION FOR PLANNING AND CONSERVATION AREA CONSENT.**

**REF. HCC CG CITY BRIDGE 2013 02**



Location of Works

<b>Bridge</b>	<b>Location</b>	<b>Grid Reference</b>
B650 City Bridge	Bridge Street, Winchester	SU 448600, 129298

B650 City Bridge is a road bridge that carries Bridge Street (a single 5.25m carriageway with two 1.0m footways) over the River Itchen in Winchester, Hampshire. Commencing late September 2013, and also during the summer of 2014 remedial works are being planned at this site which require Planning Permission and Conservation Area Consent.

This document provides the information in support of our proposal to carry out operations within a Special Area of Conservation. (SAC)

Primary Proposed Works – September 2013

The area of the River Itchen between the Mill and the Bridge has suffered scour to the river bed to the extent that there are concerns for the fabric of the bridge and its upstream NW training wall. The scour is such that the river bed is, at its worst, 1200mm below its original design level. The extent of the scour has the potential to undermine the foundations of both structures.

The bridge and approach wall suffered severe undermining in 1937. The river was partially diverted and the bridge closed for 10 weeks in order to underpin the foundations of both structures. Unfortunately we have no records or drawings of these support works and therefore have no awareness of the depth at which the supporting structure was founded. The current situation causes us considerable concern as to the ability of either structure to withstand an unusually wet winter.

These works do not physically affect either of the listed structures, but they will preserve the fabric of the intervening land and riverbed, together with the longevity of City Bridge and its approach wall.

We propose to infill that part of the scour hole (1/3rd of the volume) immediately adjacent to the bridge with limestone, which is to be craned into position aided by divers. The work will need to be carried out during the late summer of 2013, when water flows are low and the morning dawn is relatively early. The reduced water flows will enable the safe placing of the stone. In order to place the stone, Bridge Street will be closed to all traffic for up to 4 hours on a number of occasions; the early dawn of a Sunday morning will facilitate this better than at any other time. Bridge Street is one of the two major easterly thoroughfares into the City.

### Secondary Proposed Works – April to September 2014

It is proposed to infill the remaining part of the scour hole (2/3rd of the volume) between the Bridge and the Mill with limestone, which is to be craned into position aided by divers.

Both the upstream and downstream Western training walls have suffered over the years with the loss of mortar and masonry. We propose to locally re-point and refurbish both of these training walls, which will require the erection of scaffolding in the river, for use as a working platform for the workforce. The reduced water flows at this time of year will enable the safe erection of scaffolding within this potentially very turbulent water.

In addition, a brick pilaster and wrought iron railings, at carriageway level, will require refurbishment. The pilaster will be rebuilt insitu, the railings shall be removed to a foundry for specialist repairs.

The appended Method Statement sets out the planned activities for this site.

### Third Parties and Organisations

Liaison with the adjacent City Mill (National Trust) is on-going; indeed HCC will be resolving their scour hole and training wall issues at the same time, being contiguous with our own.

The works have been subject to Ecological assessment and the impacts to habitats and protected species have been considered. Hampshire County Councils Ecologist report is appended as a separate document to this application.

The Bridge is a Grade 1 Scheduled Ancient Monument (SAM), a Listed Building (LB), is within a designated Site of Special Scientific Interest (SSSI) and also a Special Area of Conservation (SAC). Formal permissions will be required from all of the regulatory bodies for the above, together with the Winchester City Council.

The river is designated as "Main River" and therefore all works and the methodology used in their undertaking, require formal approval to proceed from the Environment Agency.

## B650 City Bridge Winchester – Draft Method Statement

**1.0 WORK ELEMENTS**

1.1 This Method Statement outlines the anticipated procedures for the remedial works to the B650 City Bridge Winchester in Hampshire. **The actual procedures will conform to the principles set out below, but will vary in detail subject to the contractors' chosen method of working.**

1.2 Location

Name	Bridge No.	Easting's	Northing's	Post Code	City	Main River
City Bridge	B650	448600	129298	SO23 0EJ	Winchester	Itchen

1.3 The works are to be broken into discrete operations, under one Contractor:

1.3.1 Filling of the scour hole to the river invert - no inter dependency.

1.3.2 Masonry remedials to upstream training wall - following on from 1.3.1

1.3.3 Masonry remedials to downstream training wall - no inter dependency.

1.3.4 Wrought Iron refurbishment - re-erection part dependent on 1.3.5

1.3.5 Masonry remedials to North West pilaster, part dependent on 1.3.4

**2.0 GENERAL PRINCIPLES**

2.1 Site compound set up – remote from the structure.

2.2 Establish any traffic management as per Traffic Signs Manual - Chapter 8.

2.3 For items 1.3.1 and 1.3.2 minimise flows by regulation of the upstream "Durngate" sluice together with those both within and without the Mill itself; two internal races and a bypass channel. Should flows not be sufficiently reduced, the deployment of a temporary inflatable cofferdam adjacent to the upstream bypass channel access point is under consideration.

2.4 For items 1.3.3 / 4 and 5 no regulation of river flow rates will be necessary.

2.5 For items 1.3.2 and 3 the scaffolding shall be fully sheeted such that dust and debris is prevented from falling into the watercourse.

2.6 Any vegetation that encroaches into the working area will be removed, bagged, and disposed of safely.

2.7 All works to be carried out in accordance with Environment Agency requirements.

2.8 We confirm that scaffolding located within the channel will be:

1. Erected and maintained by a competent contractor.
2. Will be sheeted to prevent any debris falling within the watercourse.
3. Shall be secured when unattended, to prevent unauthorised access.
4. Raised as high as possible above the water level.
5. Removed as soon as works are completed.

### 3.0 MATERIALS

#### 3.1 River Invert

Stone to fill the invert shall be specially selected Portland Limestone, sized 200-400 mm and with no fines. The filling of voids between the placed stones shall rely upon the natural silt flow within the river.

#### 3.2 Training Walls and Pilaster

Weathered bricks and stonework to match the existing shall be sourced and coursed to match that which exists.

Portland Limestone, cut and dressed, shall be placed as a capping to the downstream training wall; replacing what remains of the unsightly existing in-situ concrete.

Mortar for both bedding and coursing shall be of the lime variety; mix constituents to be: either Minsted washed sand or silver sand and crushed limestone dust, in the proportions 2 sand : 1 stone dust : 1 NHL 3.5 lime

This mix is recommended for limestone by the Cathedral Works Organisation.

#### 3.3 Wrought Iron Railings

Railings to be sampled, analysed and refurbished with material produced to the traditional constituents. Where sections have corroded to the extent that they're not salvageable, new sections shall replace them. Those parts that are missing shall be re-fabricated and included within the whole.

The refurbished railings shall be re-affixed in the traditional manner, using either copper or lead wedges, as appropriate.

End HCC CG amended 07.07.2013